MOTORISTS WARNED ON LIABILITY INSURANCE COVERAGE REQUIREMENT

Richmond, Va.- Motorists were advised today by C. H. Lamb, Commissioner of Motor Vehicles to examine their automobile liability insurance to see if their policies, on July 1 include coverage of at least $10,000 for the injury or death of one person, $20,000 for the injury or death of two or more persons, and $1,000 for damage to property.

"This is in accordance with an amendment to the Virginia Motor Vehicle Safety Responsibility Act, effective July 1," the Commissioner explained.

Commissioner Lamb pointed out that if the motorist is renewing his policy or obtaining a new one before July 1 which will normally expire on a date after July 1, 1955, he should make certain the policy provides the minimum limits of 10-20-1.

"The motorist should understand that the new amounts exempt him from certain provisions of the Virginia Motor Vehicle Safety Responsibility Act, but they are not the limits of the amount for which he can be sued if involved in an accident."

Senator George, of Georgia uesd his high personal prestige to have Federal regulation of highway advertising struck from the road construction bill before the Senate.

T-V Programs Aim to Improve Driving Safety

A series of programs aimed at making auto driving easier and safer began Saturday, June 4, over Lynchburg's WLVA-TV. Based on the driver education courses given in many high schools, the eight-week series will be called "Drive Safely."

According to Mrs. R. K. Martin, county chairman of the Appomattox County Home Demonstration Club, the programs are a joint effort by District III of the Virginia Federation of Home Demonstration Clubs, the Alice Kyle District of the Virginia Federation of Women's Clubs, the Lynchburg Citizens Advisory Safety Committee and the television station.

The first program dealt with the problem of driving habits and their consequences. Commenting on the program, Mrs. Martin said, "It gave me something to think about. Many people do the things it mentioned and never give them a second thought—at least they don't think about them until they have an accident."

Mrs. Martin added that next Saturday's program will deal with the ten most common driving emergencies and how one can live through them. She urged that everyone watch the program which starts at 10:30 A. M.

RAINS IMPROVE HATCHERY CONDITIONS

According to G. W. Buller, chief of the Fish Division of the Commission of Game and Inland Fisheries, the rains which fell on June 1 and 7 at the Stevensville Fish Hatchery in King and Queen County relieved a very serious situation at the hatchery and in the impoundments which supply water for the hatchery.

According to Buller, this is the first time in three years that the ponds supplying water for the hatchery have been filled.

VIEWS AND REVIEWS

Helen Keller, now 75, blind from youth, speaking to a 5-year-old blind girl: "Never bend your head. Always hold it high. Look the world straight in the face."

Clark Gable, actor: "Africa's the most fascinating country I've ever seen."

Irving Ives, U. S. Senator from New York: "If the Republicans in Congress want him (Eisenhower) to run, they had better get back of his program."

Amana Gatewood, 103-year-old Kentucky woman, refusing airplane ride: "When I fly I will go to heaven. And I'm going to heaven because $ have always lived right, done right, helped poor people."

MAN LABOR CAN BE REPLACED WITH MECHANICAL LABOR

Many farmers are still doing things the hard way.

A. J. Lambert, associate agricultural engineer at VPI, suggests doing some jobs mechanically instead of by the back-breaking method.

For instance, it's been computed that a dairyman spends about 75% of his time working around buildings. He will handle around 15 tons of produce, raw material, and waste per cow per year. A poultryman will handle around 10 tons of materials per 100 hens per year, and will likely spend more time in the poultry house doing it than the dairyman spends around the barn.

Why not let conveyors or elevators do a big share of this work for you? Small portable elevators are easiest to use to move material either horizontally or vertically. There are many brands of small conveyors on the market—or you can build your own. They are used to handle bulk grain, litter, bedding, ensilage, chopped hay, potatoes, apples, vegetables, sand, gravel, stove woods, and similar materials.

The small conveyor can be constructed of aluminum or wood with chain and flights, or a belt with or without cleats. It is generally built in from 8- to 20-foot lengths and will operate to 60 degress up or down from the horizontal. A 3/4 hp or smaller electric motor is required, depending on length.

Larger portable elevators for general purpose are available in lengths from 20 to 70 feet. They will handle the same materials the small elevators handle, plus baled hay, bagged grain, etc.

A wider variety of car colors is expected next year.

Boy 3, Likes Snake

Washington, D. C.- ... urgent radio message ... snake in a house," ... J. Elkes and his partner ... Sieh, found the culprit ... screen door. It was a ... snake just about a foot ... put the snake in his ... took it to his three- ... who likes snakes as ...

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It's like *sterling* on silver, *14 carat* on gold, or like those little silk threads in an honest-to-gosh dollar bill that no counterfeiter can ever quite copy.

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The other cars in Chevrolet's field just don't have that clean, fresh look that comes from beauty that's *built in*—not bolted on! In fact, there are very few cars that do have it—no matter what they cost.

And the other low-priced cars, of course, don't offer *any* of these advantages of Fisher Body. Not that strong, solid Fisher Unisteel construction. Not those fine quality fabrics and materials. Not the High-Level ventilation system that provides cleaner, fresher air in any weather.

You can choose your own new Chevrolet with Body by Fisher from 190 different combinations of models and colors. That's like having it custom built just for you—without the custom-built price! Come on in and get *all* the good news on the model you like best.

STEALING THE THUNDER FROM THE HIGH-PRICED CARS!

MOSES MOTOR COMPANY

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...und The ...k' Bank ...osit Service

...s of the Farmers National ... will now be able to make ... at any hour of any day or ... throughout the year, including ... and holidays, it was an... by T. DeWitt Evans, ... bank.

... policy of "the bank never ... to its depositors" is ... the installation of an ... night deposit system, a ... of The Mosler Safe Co., of ... Ohio, the company which ... formidable vaults guarding ... wealth at Ft. Knox, ...

...al entrance unit of the day ... deposit system, through ... posits are made, is located ... outside of the bank building ... Evans explained. It contains a keyless slot into which ... envelope deposits of checking ... are made. This is said ... easy as mailing a letter. ... deposits in locked bags are ... a hopper guarded by a ... rectangular steel door to ... customer has the key.

... type of deposit is automatically ... emitted downward through ... metal chutes into a burglar... ative chest located inside ... where the deposits remain ... moved by two of the bank's ... personnel.

... chutes contain ingenious... ed separate baffles to pre... side withdrawal of either ... opes or bags from the re... chest.

...round the clock deposit ... will be a boon to business... Appomattox and vicinity ... they will no longer be com... keep on the premises the ... ich accumulate after bank... ," said Mr. Evans, who ex... himself in highly enthusias... at being able to offer cus... his added measure of mod... ective service.

... in Waste Basket

...ma City, Okla.- Seeing a ... ggling with a piece of ... Mrs. Loretta Bonner, a ... told the boy to either ... the candy or toss it in the ... er basket. The boy told her ... y was stuck in his teeth. ... Mrs. Bonner told the ... to "toss your teeth in the ... with the candy." The boy ... to her surprise, throwing ... d teeth into the trash bas... had a full upper plate.

ATTENTION

Pipeline Workers

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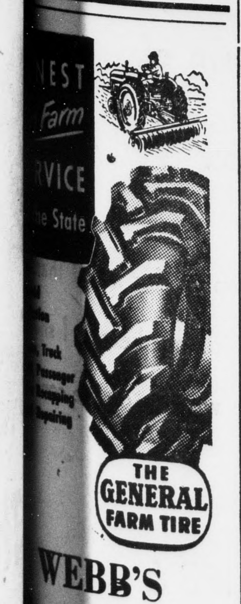

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THE BIBLE SPEAKS

International Uniform Sunday School Lessons

BY DR. KENNETH J. FOREMAN

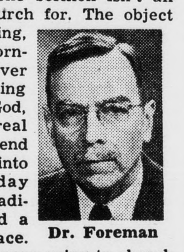
Background Scripture: II Chronicles 35; II Kings 23.

Devotional Reading: Psalm 122.

Before Worship

Lesson for June 19, 1955

I DON'T seem to get much out of church." You can hear that complaint too often. Maybe you have made it yourself. Let's leave the question of the sermon out of the picture. The sermon isn't all you go to church for. The object of that meeting, on Sunday morning or whenever it is, is to bring you closer to God, to make God real to you, to send you back into your every-day life with a radiant heart and a mind at peace. The object of your going to church is, in one word, Worship. Hymns, prayers, offering, meditation, sermon,—all of it ought to blend into one blessed experience of worship, that is to say, an experience in which you and others with you meet with God. Why doesn't this always happen? Maybe the fault is with the people, not with the minister alone. One good preacher can't make a good service all by himself.



Dr. Foreman

Encouraging the Minister

In the Bible story of Josiah and his great Passover, there are some valuable suggestions that even after all these years and all these changes can help us too. The Passover was the great festival of worship among the ancient Jews; it was observed every year. But the chronicler reports about this one of King Josiah's, that there had not been one like it since the days of Samuel; or in other words, it was the best Passover in about 400 years. What made this one so special? Three points stand out. One is that Josiah "encouraged the priests in their service." Put into modern terms, that means the people encouraging the minister. You always see the minister at the door after service, shaking hands with the people. They may tell him they enjoyed the sermon; but how many who tell him that, helped him beforehand? How many of them prayed for him, not while he was preaching but long before, when he was working on his sermon? When a religious chicken-farmer is taking his poultry to market, he doesn't pray that they will be good chickens. The time to pray for that is back when the eggs are hatching, when they are in the baby chick stage, while he is selecting the feed, and so on. By the time the chickens are ready for market it's a little late to be praying about it. So the time to begin praying for your minister and encouraging him is while his sermons are hatching, so to speak; before, not only after, the service.

"Prepare Yourselves"

We read also that King Josiah said to the Levites, "Prepare yourselves." The Protestant Christian belief is that all believers are priests. A service of worship, as we understand it, is not a kind of performance in which the minister up there behind the pulpit does it all while we just sit and watch him. One reason why we get so little out of church is that we put so little into it. If you had an interview with the President of the United States, wouldn't you make some preparation for it? You don't just "drop in" to see a man as important as that. And yet people will go to the house of God without the least preparation. They may be well dressed, but their minds are only half-dressed and their souls are more than half asleep. You have a right to come before God with a burdened heart; he welcomes the heavy-laden. But you have no right to expect much from a so-called worship service which you enter with a mind cluttered with workaday botherations you won't let go, with a heart hardened by pride, with a spirit almost of defiance, as if you said to the minister, I dare you to interest me!

"Prepare for Your Brethren"

Josiah also told the Levites to prepare for their brothers who were coming to worship. True worship in a church is not an individual affair, as if each person present were sitting in a separate cell listening in by ear-phones. There is no point in "public" worship unless there is some sharing, some fellowship, some opening of the heart. A service of "worship" from which the people stream homeward without speaking to one another, or praying for and with one another, is a poor affair.

(Based on outlines copyrighted by the Division of Christian Education, National Council of the Churches of Christ in the U. S. A. Released by Community Press Service.)

22 States Bettered Safety Record

Richmond, Va., June 15.- Despite early indications that the 1955 Memorial Day week-end established an all-time record for this holiday in traffic fatalities, substantially final figures from the 48 states and the District of Columbia reported by state officials for the "Slow Down and Live" campaign, show a 2.3% reduction below the final traffic death total for 1954.

State Safety Coordinator R. B. King, State Police Safety Officer, pointed out that 22 states and the District of Columbia reduced fatalities below 1954 while 8 states held even with their record of a year ago for Memorial Day week-end. Eighteen states recorded an increase in traffic deaths for the period from 6:00 P. M. on May 27 to midnight on May 31, as compared with last year. Five states (Rhode Island, Vermont, Idaho, Montana and North Dakota) and the District of Columbia had no highway deaths during the period.

In commenting on the record of Virginia, Captain King said: "Virginia's score was nine deaths which compares unfavorably with the six for the similar 78-hour week-end of 1954 despite a rise of four per cent in traffic volumes for the month as a whole and the fact that the 1954 toll was, fortunately, abnormally low. Virginia's failure to join the 22 states and District of Columbia which showed decreases should indicate strongly to all of us that our efforts must be redoubled if our state is to play a successful part in the program and show an overall death reduction at the end of the year."

By regions, 9 far western states led the reduction parade, cutting the traffic fatalities 19.7% below last year. Thirteen Midwestern states cut highway deaths 7.4%, while 7 Southeastern states and the District of Columbia dropped fatalities by 5.3%. The big increase was in the 8 South - Central states where fatalities jumped 22.6% over last year, and in the 11 Northeastern states where the increase was 13.5%.

The 1955 figures are still subject to change as late reports show deaths resulting from crashes which took place on Memorial Day week-end. The final traffic death toll for Memorial Day week-end in 1954 was 387. The 1955 record now stands at 378.

"This is far from the result we hoped to achieve for the Memorial Day week-end," said William M. Greene, of Connecticutt, chairman of the National Conference of State Safety Coordinators in releasing the report, "but it is actually an encouraging prospect for the total 101 days of the slow Down and Live Program. In the face of increased traffic volumes, 31 states reduced traffic deaths or 'held the line.' With the national trend of traffic fatalities upward in March and April this year, we have accomplished a lot if we have stopped that trend."

Examined at 104 For Flight

Tacoma, Wash.- Benjamin A. Trimble went to a doctor's office for his first physical examination in 44 years — not because he thought he needed one but because he wanted to be sure he was in condition, at 104, to fly in an airplane. Before the aged Negro went to the doctor's office, however, he chopped his day's supply of wood, just as he has done for years.

NATIONAL SURVEY OF WHAT HUNTERS AND FISHERMEN SPEND

A national survey of hunters and fishermen by the United States Fish and Wildlife Service has been authorized by the Department of the Interior, according to I. T. Quinn, executive director of the Virginia Commission of Game and Inland Fisheries. This survey will be undertaken to assemble data on the amount of time and money that American sportsmen spend.

Virginia, as well as a number of other states, has been obtaining estimates during recent years on the amount of money spent in the fields of hunting and fishing within the Commonwealth. It will be recalled that Arthur Carhart, of Denver, after an individual survey two years ago, estimated that hunters and fishermen spent annually about six billion dollars. Based on his estimate, Quinn says that Virginia's 501,000 licensed hunters and 425,000 licensed fishermen in 1954 spent approximately $125,000,000.

How nearly correct Mr. Carhart's estimate was on our national expenditure is not known. The several states are asked to participate in the national survey which will be made under the auspices of the Fish and Wildlife Service, so more dependable statistics can be obtained.

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